

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	USSR	REPORT	<input type="text"/>	25X1
SUBJECT	Central Directorate of the Southern Basins - MRF	DATE DISTR.	30 April 1953	
DATE OF INFO.	<input type="text"/>	NO. OF PAGES	2	25X1
PLACE ACQUIRED	<input type="text"/>	REQUIREMENT NO.	RD	
		REFERENCES		

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1. The Central Directorate of Southern Basins (Tsentralnoye Upravleniye Yuzhnykh Basseyinov) was a Central Directorate (TsUpr) of the Ministry of the River Fleet and was subordinate to the MRF minister through his second deputy minister. The Directorate was composed of several sections, each employing approximately 40 persons; of this number, 15-20 were engineers. The task of this administration was to coordinate all activities of the six steamship companies which operated in the southern regions of the USSR; a listing of these six companies follows:

- a. The Volga-Don Steamship Company (Volzhsko-Donskoye Parokhodstvo) operated from Rostov (on the Don) to Stalingrad, via the Volga-Don Canal, and then upstream on the Don River to Lebedyan. The central directorate of this company was located in Rostov. This company's transport capacity was 6,000,000-6,500,000 tons per navigational year. Cargoes consisted mostly of grain (to Rostov), manganese ore (from Kerch and Gorkiy), and fish (up the Don River). The company had approximately 80 tugboats and freight-passenger ships; 10-15 were of the river street-car type . The ship repair facilities of this company were located mostly in Rostov and Voronezh. The 1951 quota of these ship repair yards required a production totaling 20,000,000 rubles.

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- b. The Dnepr Steamship Company (Dneprovskoye Parokhodstvo) operated on the Dnepr River from Kherson to Kiev; the central directorate was in Kiev. This company had a transport capacity of 5,500,000-6,000,000 tons per navigational year. Cargoes consisted mainly of construction materials (generally for the Kakhovka Hydroelectric Power Plant), grain, and machinery. The fleet was composed of 80 freight and 50 passenger ships, and 140 barges. Passenger ships were of newer manufacture --- the diesel propeller-type, with two decks /similar to those of the Volga Freight-Passenger Steamship Company. Ship repair facilities for this company were located in Kherson, Dnepropetrovsk, and Kiev. The 1951 quota called for production equal to 30,000,000-25,000,000 rubles.
- c. The Upper Dnepr Steamship Company (Verkhne-Dneprovskoye Parokhodstvo) operated on the upper Dn and its tributaries from Kiev to Smolensk. The central directorate was in Gomel. The transport capacity of this company was 2,000,000-2,500,000 tons per navigational year. Cargoes consisted mainly of construction materials, flax (down the Dnepr River), and potatoes. There were approximately 80-90 self-propelled ships and 140 barges belonging to the company fleet. Self-propelled ships were of the old wheel type, and were equipped with steam engines. Barges were mostly shallow (flat bottomed) and wooden-hulled, with a capacity of up to 1000 tons. Ship repair facilities of this company were located in Kiev, Gomel, and Smolensk; the 1951 production called for a gross output to the amount of 30,000,000 rubles.
- d. The Neman Steamship Company (Nemanskoye Parokhodstvo) operated on the Neman River and its tributaries. This company was established after World War II. The company's transport capacity was 5,000,000-6,000,000 tons per navigational year [type of cargoes unknown]. The fleet of this company was composed of approximately 80 self-propelled ships and 100-120 barges. this fleet was mainly acquired as war booty and reparations from Germany.
- e. The Central Asiatic Steamship Company (Sredne-Asiyatskoye Parokhodstvo) operated on the Syr-Darya and Amu-Darya rivers. its transport capacity was 2,500,000-3,000,000 tons per navigational year. The company's main cargoes were raw cotton, fruit, and wine (from Uzbekistan) which were sent to the European part of the Soviet Union, and machinery and POL products which were sent to the Middle East. The fleet of this company consisted of 30-40 self-propelled ships and 50-60 barges /of the types described in paragraph 1a/.
- f. The Issyk-Kul' Steamship Company (Issyk-Kul'skoye Parokhodstvo) operated on Issyk-Kul' Lake; its transport capacity was 800,000 tons per navigational year.

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